I-10 Corridor Improvement Study

What is the I-10 Corridor Improvement Study?

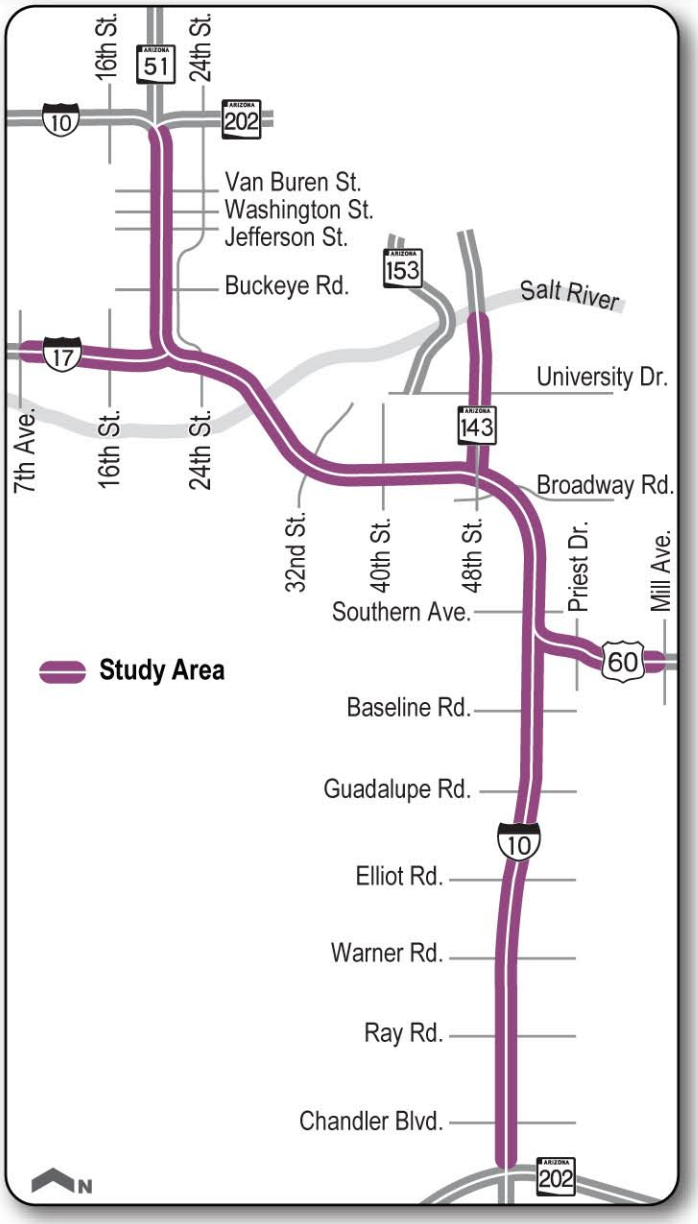
The Arizona Department of Transportation (ADOT) in cooperation with the Federal Highway Administration (FHWA) is preparing a Design Concept Report (DCR) and Environmental Impact Statement (EIS) to analyze potential improvements to the Interstate 10 (I-10) corridor from State Route 51 (Piestewa Freeway) to the Loop 202 (Santan Freeway).

The DCR is a technical study to evaluate roadway conditions and determine needed improvements for the I-10 corridor. The EIS is prepared in accordance with the provisions of the National Environmental Policy Act of 1969 (NEPA) and is an environmental document evaluating potential impacts to the natural and built environments, local communities and the economy. The study area includes the I-10 corridor from State Route 51 (Piestewa Freeway) to the Loop 202 (Santan Freeway); the segment of Interstate 17 (I-17) from the I-10/I-17 Traffic Interchange (TI) west to 7th Avenue; SR 143 from Broadway Road north to just south of the south bank of the Salt River; and US 60 from the I-10/US60 TI east to Mill Avenue.

Project Background

In the 1988 *Interstate 10 Corridor Refinement Study*, ADOT planners projected that by 2005 portions of the I-10 would see 250,000 vehicles per day, in 2005 traffic volumes exceeded 294,000 vehicles per day. The I-10 CIS/EIS studies are being conducted based on existing and continued growth in the Valley and the need for a solution to daily freeway traffic demands.

The first phase of the EIS study began in 2002 with public scoping meetings, since then the Regional Transportation Plan (RTP) was adopted and new alternatives were developed. As ADOT progresses to the second phase of the study, stakeholders, area residents, business owners and elected officials will have an opportunity to review ADOT's findings and comment on the study's current and future direction. This includes providing feedback on the alternatives that were developed since the initial project began.



ADOT Central Corridor Public Outreach Team
e-mail: ADOT@hdrinc.com
Project Hotline: 602.787.3927
or
ADOT
Julian Avila
Community Relations Project Manager
javila@azdot.gov
602.712.7033

Contact Information

I-10 Corridor Improvement Study

vpd = vehicles per day	I-17 to 32nd St	Broadway Curve	Elliot Rd to Ray Rd
Existing Conditions	290,000 vpd	297,000 vpd	145,000 vpd
2030 No-Build	300,000 vpd	320,000 vpd	185,000 vpd
Express/Local Lanes Concept	400,000 vpd	430,000 vpd	250,000 vpd

Source: MAG Travel Demand Model

Why is the Study Taking Place?

Traffic demand is causing the I-10 corridor and adjacent major streets to become increasingly congested during the morning and evening peak travel periods. ADOT engineers and planners have determined that growth in the Valley will further worsen traffic congestion causing delays, increased travel times, and cause drivers to find alternative travel routes on roads that cannot accommodate an increase in traffic. ADOT has concluded that improvements to the I-10 corridor are necessary to increase the freeway's capacity and help alleviate traffic congestion on the overall transportation system within the study area.

Federal law requires an EIS to be conducted because the project will utilize federal funding and may result in a significant impact on the environment, community and economy. One of the primary elements of the EIS process is public involvement or the opportunity for members of the public to participate and comment on a range of alternatives that were developed based on the purpose and need for the expanded I-10 corridor. Project planners are now seeking input from the public for the work completed to date; and citizens may comment at any time throughout the comment period via e-mail, telephone, at the public meetings or in person.

Project Scoping & Alternatives Development

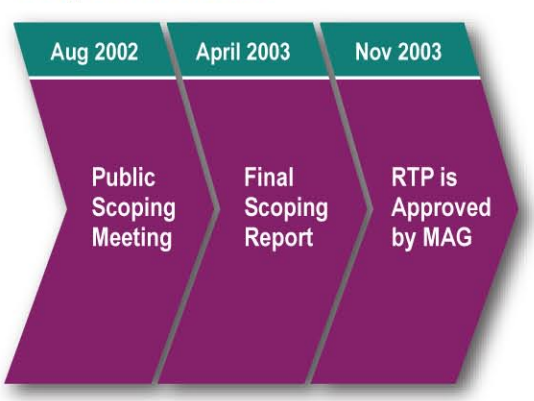
A Scoping Report documenting the first phase of the EIS process was completed in April 2003. Since then, agencies and the public provided input that assisted the Project Team in identifying an initial range of alternatives for consideration. These alternatives included: freeway widening parallel freeway facilities; potential double-decking of I-10; a depressed double-decking system; toll/congestion pricing; the potential elimination of entrance and exit ramps to local arterial street; the express/local lane concept; and mass transit.

Why not just widen the I-10?

Widening the I-10 mainline by one to two lanes in each direction of travel between I-17 and US 60 would not include additional improvements to other segments of I-10, I-17, SR 143 and US 60. While widening I-10 would carry higher volumes of traffic than the "No-Build" alternative, it would result in similar traffic congestion and travel delays as the "No-Build" alternative.

Initial screening by the Project Team identified the I-10 express/local lane concept, as the most viable concept for developing an initial range of alternatives for the DCR and draft EIS.

Project Timeline



I-10 Corridor Improvement Study

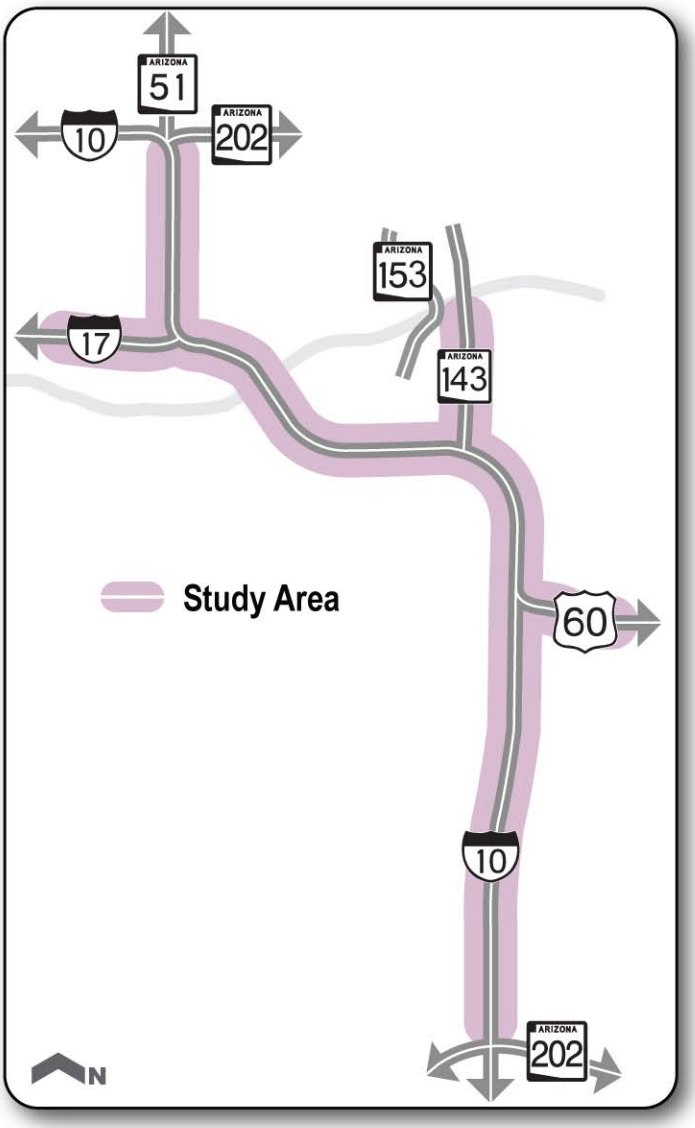
What are the Alternatives?

The Project Team developed multiple widening concepts for I-10 based on the features required to meet the operational goals for the projected traffic volumes and anticipated travel patterns. These concepts were based on the evaluation of design criteria, traffic operational characteristics, environmental conditions, right-of-way impacts, local access opportunities, construction cost, and public and agency input. Public agencies involved with this project have included: ADOT; FHWA; Maricopa Association of Governments (MAG); Federal Aviation Administration (FAA); the Town of Guadalupe; and the Cities of Phoenix, Tempe and Chandler.

The preliminary concepts were narrowed to these alternatives recommended for further study:

- Express/Local Lanes Concept
  - There are two Express/Local Lanes variations which have slightly different lane configurations.
- No-Build Alternative

The public meetings will allow the opportunity to learn more about the alternatives and provide comments and feedback to ADOT.



What is the No-Build Alternative?

The No-Build Alternative is always included as a benchmark against which the impacts of other alternatives may be compared. The No-Build Alternative does not provide major improvements to the I-10 within the study area. Since the number of I-10 general-purpose lanes would remain the same, existing traffic congestion would worsen with growth and would place additional demand on other freeway corridors and the local street network.

Project Timeline (Continued)

Nov 2004	Apr 2007	Apr - May 2007	Apr 25 - Jun 11, 2007	2008	2009	2009	2010	2010
RTP is approved by voters (Proposition 400)	Alternatives Selection Report	Alternatives Presented at Public Meetings	Public comment sought to include in Environmental Impact Statement (EIS) (45-day comment period)	Initial Design Concept Report	Present preferred alternative and Draft EIS to the public	Public comment sought to include in Final EIS (45-day comment period)	Final Design Concept Report/ Final EIS	Record of Decision issued by FHWA

I-10 Corridor Improvement Study

How Can I Participate?

ADOT conducted a series of public meetings in spring 2007 and plans to have more public meetings in future phases of the project. Your comments and questions are very important to the Project Team and ADOT, please feel free to contact the Project Team via our hotline, 602.787.3927 or e-mail, ADOT@hdrinc.com.

The Express/Local Lane Concept is the first of its kind in Arizona and each of the alternatives can be complicated to understand. The purpose of past and future meetings is to describe the study, gather information on issues and alternatives that should be further analyzed, and provide the public with an opportunity to comment on the study. If you wish to be added to future invite lists and project updates, please contact the ADOT Central Corridor Public Outreach Team via our hotline, 602.787.3927 or e-mail, ADOT@hdrinc.com.

Contact Information

ADOT Central Corridor Public Outreach Team
e-mail: ADOT@hdrinc.com
Project Hotline: 602.787.3927

or

ADOT
Julian Avila
Community Relations
Project Manager
javila@azdot.gov
602.712.7033